

**National Transportation Safety Board
Washington, DC 20594**

Brief of Incident

Adopted 04/28/2005

ATL04IA002						
File No. 17527		10/02/2003	Clayton, GA	Aircraft Reg No. N2831D	Time (Local): 15:30 EDT	
Make/Model:	North American / T6G			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney / R1430		Crew	0	0	1
Aircraft Damage:	Minor		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Griffin, GA			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	Heaven's Landing Airport			Lowest Ceiling:	None	
Runway Identification:	23			Visibility:	10.00 SM	
Runway Length/Width (Ft):	5000 / 50			Wind Dir/Speed:	010 / 011 Kts	
Runway Surface:	Concrete			Temperature (°C):	24	
Runway Surface Condition:	Dry			Precip/Obscuration:	None / None	
Pilot-in-Command	Age: 80			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	1800	
Commercial; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea				Last 90 Days:	Unk/Nr	
Instrument Ratings				Total Make/Model:	Unk/Nr	
Airplane				Total Instrument Time:	UnK/Nr	

According to the pilot during the approach to land the airplane touched down about 500 feet down runway 23 on the centerline. As the tail lost lift and the tail wheel made contact with the runway, the airplane veered left of the centerline. At 1900 feet, the airplane crossed from the south side of the runway over the centerline to the north side of the runway. The airplane veered again to the left and departed the runway on the south side about 2,000 feet from the approach end. The airplane came to rest perpendicular to the runway 2,144 feet from the approach end. Examination of the accident on-scene found that the airplane departed the runway edge and proceeded down a fifteen-foot embankment and made contact with several large rocks, separating both main landing gear. The airplane continued to rotate counter clockwise about 45-degrees and came to rest near trees. Winds at the time of the accident were 100-degrees gusting to 15 knots. Examination of the auto-locking feature for the tail-wheel found that the mechanism operated properly. No mechanical problem with the airplane was reported by the pilot.

Brief of Incident (Continued)

ATL04IA002
File No. 17527 10/02/2003 Clayton, GA Aircraft Reg No. N2831D Time (Local): 15:30 EDT

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this incident as follows.
The pilot's inadequate compensation for wind conditions that resulted in his failure to maintain directional control during landing roll.
A factor was gusting tailwinds.